# TRAFFIC RECORDS/ DATA MANAGEMENT

### *Benchmark Statement*

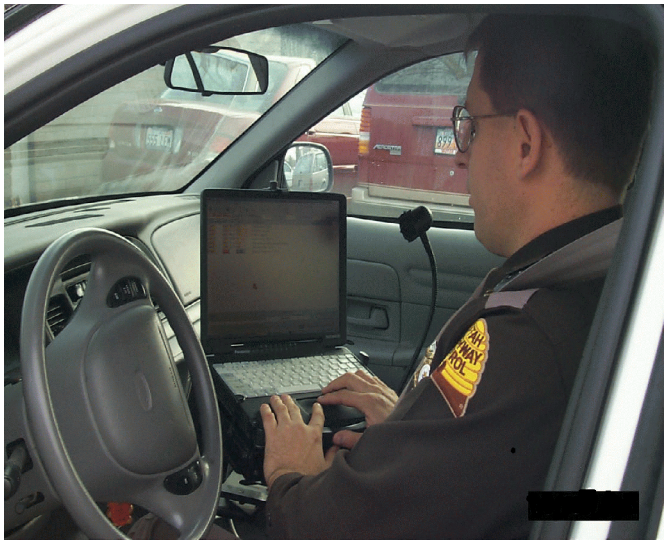
Maintain and develop useful traffic data.

### *Objectives*

To collect fatal crash data and enter it into the national FARS system. To distribute 500 of the 2000 Crash Data Summary. To assist the CODES project. To assist communities in their data needs. To complete the interface between the law enforcement laptop project and CARS file. To distribute the crash investigation program for laptop computers to all law enforcement agencies statewide.

### *Accomplishments*

There are several methods used to examine, evaluate, compile, and report crash data in Utah. The primary methods used involve the Fatality Analysis Reporting System (FARS), the Crash Analysis Reporting System (CARS), and Utah Crash Outcome Data Evaluation System (CODES). The FARS analyst, with the Utah Highway Safety Office (UHSO), collects, interprets, and disseminates all traffic related fatalities occurring the State. The FARS analyst also meets data requests given by local law enforcement agencies as well as individual requests. The Crash Outcome Data Evaluation System at the University of Utah evaluates crash data. The Utah Department of Transportation (UDOT) and Public Safety's Fatal Accident Review Committee examines and suggests corrective actions regarding fatal crashes.



The UHSO worked with the CODES project and the FARS analyst to create the 2000 Crash Summary. The summary contains data related to all types of traffic related crashes. It was a key resource for local communities and was used to help identify problem areas. The summary was distributed to at least 200 agencies throughout the state and included law enforcement agencies, health departments, Safe Community grants and other related organizations. The document is also provided on the Internet.

The Utah Highway Patrol (UHP) continued to expand the Mobile Data Collection System (MDCS). This system uses notebook computers with remote link capability. It is estimated that the entire UHP will have these in-car computers by 2002. Software prepared by the UHP is used to compile reports easily and effectively. Other law enforcement agencies are slowly expanding their use of this software.

UDOT and UHP have continued to get closer on an electronic transfer capability from the laptop system to CARS. This future capability will help tabulate crash data in a fast and efficient manner so the data can be used to help identify problems so problems can be planned and implemented.

The State Traffic Records Coordinating Committee (TRCC) is implementing a Strategic Plan. This plan will streamline the motor vehicle crash information processing system, improve upon existing processes, and provide timely and reliable data to members of the traffic safety community.